

Awarded  
Highest Honors—World's Fair,  
Gold Medal—Midwinter Fair.

## DR. PRICE'S CREAM BAKING POWDER

MOST PERFECT MADE.

A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant. In all the great Hotels, the leading Clubs and the homes, Dr. Price's Cream Baking Powder holds its supremacy.

40 Years the Standard.

LEWIS & CO.,  
Agents, Honolulu, H. I.

FOREIGN MAIL SERVICE.

Steamships will leave for and arrive from San Francisco, Vancouver and Sydney on the following dates, till the close of 1895.

LEAVE HONOLULU	FOR SAN FRANCISCO	OR VANCOUVER
On or about	On or about	
Australia, Oct. 21	Mariposa, Oct. 17	
Warrimoo, Oct. 24	Australia, Oct. 26	
Alameda, Oct. 24	Miowera, Nov. 1	
Calina, Oct. 25	Coptic, Nov. 6	
Australia, Nov. 15	Mon. wail, Nov. 14	
Mariposa, Nov. 21	Aus. rail, Nov. 20	
Miowera, Nov. 24	Warrimoo, Dec. 2	
Coptic, Nov. 28	City Peking, Dec. 5	
Warrimoo, Dec. 28	Miowera, Jan. 1	
City Peking, Dec. 28		

### SHIPPING INTELLIGENCE.

#### VESSELS IN PORT.

(This list does not include coasters.)  
Ger bk J C Glade, Stege, Bremen.  
Am ship S P Hitchcock, Gates, San Fran.  
Bk Alden Welch, Drew, San Francisco.  
Bk Matilda, Swenson, Port Townsend.  
Bk C D Bryant, Jacobsen, Laysan Island.  
Bk Marie Hackfeld, Walters, Liverpool.  
Schr Bertie Minor, Haven, Eureka.  
Bk Albert, Griffiths, San Francisco.

#### FOREIGN VESSELS EXPECTED.

Vessels. Where from. Due.  
Bark Amy Turner, New York, Oct. 17  
Bark R P Ribbet, S F, Oct. 18  
Bk Alden Welch, Liverpool, Oct. 19  
Ger bk J C Glade, Bremen, Oct. 20  
Ger sh H Hackfeld, New York, Oct. 21  
M S S Mariposa, Colonies, Oct. 21  
C A S S Miowera, Colonies, Oct. 21  
C A S S Warrimoo, Colonies, Nov. 1  
O A S S Coptic, China, Nov. 6  
O A S S City of Peking, China, Dec. 6  
Bk Paul Isenberg, Liverpool, Dec. 30

#### ARRIVALS.

TUESDAY, OCT. 8.  
Stmr Waialeale, Gregory, from Lahaina.  
WEDNESDAY, OCT. 9.  
Bark Albert, Griffiths, from San Francisco.  
Stmr J A Cummins, Nelson, from circuit court of Oahu.  
Stmr Likiepke, Wiesbarth, from Maui and Hawaii.  
Stmr Kaia, Brown, from circuit of Oahu.  
Schr Ka Moi, Maui, from Lahaina.

#### DEPARTURES.

TUESDAY, OCT. 8.  
Bkne Amelia, Ward, for Eureka.  
Brig W G Irwin, Williams, for San Francisco.  
Stmr Ke A H Hou, Thompson, for Nawiliwili, Hanalei, Koloa, Elele and Hanalei.  
Stmr Mokoli, McGregor, for Kaula, Kaula, Pukou, Halawa, Wailani, Pelekunu, Kalaupapa, Lahaina and Awa-lua, Lanai.  
WEDNESDAY, OCT. 9.  
Stmr Claudine, Cameron, from Maui and Hawaii.  
Stmr Waialeale, Gregory, for Lahaina, Kukuiaha, and Honolulu.  
Stmr Kaula, Smythe, for Koloa, Makaweli and Wailani.  
Stmr J A Cummins, Nelson, for Waimanalo, Kaneohe, Heleia, Kaula and Wailalo.

#### THURSDAY, OCT. 10.

Stmr Kaia, Brown, for circuit of Oahu.  
Stmr Likiepke, Wiesbarth, for Hawaii and Maui.

#### BOAT.

FAGGERS—In this city, October 8, 1895, to the wife of V. J. Faggers, a daughter.

#### What Nations Eat.

A statistician compiles the following figures, showing the cost of nourishment for the various nations: The average Englishman consumes \$250 worth of food a year; Germans and Austrians, \$216 worth; Frenchmen, \$212; Italians, \$110, and the Russians, only \$96 worth of eatables per year. In the consumption of meat the English-speaking nations are also in the lead, with 128 pounds of meat a year per capita of the population, the Frenchmen using 95 pounds; Austrians, 79; Germans, 72; Italians, 52, and Russians, 50 pounds of meat per year. The consumption of bread, however, is reversed, being compared to that of meat. The English use 410 pounds a year; the Frenchmen, 595; the Austrians, 605; Germans, 620; Spanish, 640; Italians, 660, and the Russians, 725 pounds of bread per year.

The James Makee and W. G. Hall are due from Kauai and Hawaii respectively today.



The boat boys say business is improving slightly.

The Hawaii is undergoing a thorough overhauling.

The Mariposa will be due from the Colonies on the 17th.

The Oceanic wharf is nearly cleared of the Australia's cargo.

The next steamer from the Coast will be the Australia, due October 21st.

The schooner Ka Moi was busy yesterday taking on sugar mill machinery for Kohala plantation.

The bark Matilda went on the marine railway yesterday for repairs.

The sloop Kawailani came in from Oahu ports yesterday afternoon.

The Likiep sailed for Maui and Hawaii ports late yesterday afternoon.

The Waimanalo will not go out again until the quarantine has been lifted.

The Kaala sailed yesterday morning with provisions and supplies for Oahu ports.

The R. P. Ribbet was to leave San Francisco two days after the departure of the Albert.

The sailors of the Marie Hackfeld have got over their fit of insubordination and are at work again.

The Mikahala hauled over to the Inter-Island wharf yesterday morning. Her repairs have been completed.

The Mikahala went into quarantine at 4 p.m. yesterday. She will leave on her regular route to Kauai next Friday afternoon.

The Kinai sails for Maui and Hawaii ports at 10 a.m. today. She has been in port since the breaking out of cholera in the city.

There are 400 tons of freight left on the Pacific Mail wharf from the Aloha, W. G. Irwin, Andrew Welch and Miowera. It will probably be delivered during the day.

The barks Amy Turner from New York, Alden Grove from Liverpool, R. P. Ribbet from San Francisco, and the ship H. Hackfeld from New York, are all due at this port.

A native was busy yesterday diving for the rails which fell overboard from the Marie Hackfeld. It was necessary for him to get a special permit from the Board of Health on account of the restriction placed upon persons entering the water.

The Marie Hackfeld has finished discharging her cargo of general merchandise at the Nuuanu street wharf. She will haul over to the railroad wharf Saturday morning to discharge machinery for Ewa plantation. The cargo of general merchandise came out of the vessel in the very best of condition.

Seattle has under way a project for a waterway known as the Puget Sound and Lake Washington Ship Canal. The project has been under consideration many years, and it starts with a local subscription of \$500,000, the total cost being, it is expected, about \$7,000,000. The canal is only about four miles long, but it has to be cut through a couple of hills, and it is to be 80 feet wide at the bottom and 26 feet deep at low tide. Lake Washington, which is 20 miles long by from 3 to 5 broad, and from 50 to 65 feet deep, will then form a fine freshwater haven for ships.—Ex.

### RAMIE CLOTH.

Material From Which Part of the Defender's Sails Are Made.

One of the features in the Defendant's rigging was the use of ramie cloth for the balloon canvas. It is asserted that the cloth is stronger when wet than when dry, and very close in fibre, consequently not allowing any wind to pass through it. It is thus said to be admirably adapted for light canvas, and so far it has proved satisfactory.

Ramie is a plant belonging to the nettle family, which is very largely cultivated in China. From it is manufactured a very strong and durable fabric, which can be dyed in any shade or color and is affected little by moisture. It has three times the strength of Russian hemp, while its flammability can be separated to almost the fineness of silk. In England, France and Germany it is woven into a great variety of fabrics, and when mixed with silk it is used for dress goods. Frequent efforts have been made to

introduce the manufacture of ramie into the United States, but hitherto to not with any great success. It can be grown in this country, and several farmers in the Southern States have large areas of ramie under cultivation. Secretary Rusk a few years ago ordered a special report on the cultivation of ramie in this country. The report said that while the farmers were willing to start raising ramie, they wanted to be assured first that there was a market for it. There would at once be a market for it if some cheap and practicable machine could be invented for decorticating the fibre. This is the greatest difficulty to be overcome before the United States can number ramie among its exports.

More than 100 machines have been invented for cleaning or degumming the fibre, none of which is a success. Until a machine will do this work economically and speedily, the manufacture of ramie, both here and abroad, will never reach very great proportions.

In China, where labor is cheap, it is done by hand, and is made into the famous China grass cloth. The plant itself attains a height of four to eight feet, with large oval leaves, green above and silvery white beneath. Three or four crops a year can be obtained without replanting. In China five crops are obtained. The fibre is formed in the bark which surrounds the stalk. It is the extrusion and cleaning of this fibre which is the problem that manufacturers have not yet satisfactorily solved. For fifty years this question has baffled solution, but the recent trials of ramie machines in Paris demonstrate that the manufacturers are getting gradually nearer the desired goal.—New York Sun.

In the Supreme Court of the Hawaiian Islands.

SEPTEMBER TERM, 1895.

EMELE (w) vs. CHARLES WILLIAMS, ADMINISTRATOR ESTATE OF A. W. HAALILLO, DECEASED.

BEFORE JUDGE, C. J., FEAR, J., and CIRCUIT JUDGE WHITING, WHO SAT IN PLACE OF MR. JUSTICE HICKERTON, ABSENT FROM ILLNESS.

A complaint in replevin alleged that certain horses, the property of the plaintiff, had been wrongfully and contrary to the rights of the plaintiff, taken possession of and withheld from the plaintiff by the administrator. A "claim" for restitution of the horses had been presented to the administrator which he rejected. Suit was not brought to enforce said claim within two months from the rejection.

Held, that the statute limiting the time within which suits must be brought against administrators (Compiled Laws, pp. 396-7) does not apply.

OPINION OF THE COURT BY JUDGE, C. J.

It appears by the summons in this case that an action of replevin was brought by plaintiff in the District Court of Hanalei, Hawaii, against the defendant, claiming that he had wrongfully and contrary to the rights of the plaintiff taken possession of and wrongfully withheld certain horses, nine in number (describing them), the property of the plaintiff. The defendant pleaded the probate statute of limitations and showed the Court that a "claim" for the horses had been sent him by plaintiff which he had rejected and that action thereon had not been brought within two months thereafter. This plea was overruled and on the evidence the magistrate found for the plaintiff and awarded her the possession of the horses. The defendant took an appeal to the Circuit Court, Fourth Circuit, and it came before that Court on the 10th of last July, when the defendant pleaded in bar that the action was not brought within two months after the rejection by the administrator of the claim of the plaintiff. The Circuit Court sustained the plea and rendered judgment for defendant and the plaintiff brought exceptions to this Court.

The statute under consideration is that of 1893 (Compiled Laws, pp. 396-7). It is entitled "An act to limit the time within which claims of creditors against the estates of deceased persons shall be presented and suits be commenced to enforce rejected claims." &c. It requires that an executor or administrator shall advertise immediately upon appointment, a notice to "all creditors of the deceased to present their claims." &c., "within six months from the day of such publication." Section 3 prescribes that "if the claim be rejected by the administrator or executor, a suit must be brought upon it against the administrator or executor within two months after such rejection, or within two months after the same becomes due, or it will be forever barred."

The action of replevin is to recover from the party in possession specific property alleged to be wrongfully detained from the plaintiff, and the plaintiff, the party claimant, is not a creditor of deceased's estate, and her claim is not within the statute in question. (Compiled Laws, p. 396)

The plea is overruled and the exceptions are sustained. The case is remanded to the Circuit Court, Fourth Circuit, for further proceedings.

W. A. Kinney for plaintiff; C. Brown for defendant.

Honolulu, October 9, 1895.

### SPEED OF RAILWAY TRAINS.

America Holds Championship on Land as Well as Sea.

Empire State Express Travels 436 1-2 Miles in 407 Minutes—British Record Knocked Out.

A special train, running from this city to Buffalo to break all previous records by rail, was observed by thousands of persons along the line of the New York Central and Hudson River Railway recently, says the New York Tribune. At nearly every station of the railroad there was a crowd of people waiting to see the flyer go past. The best locomotives of the railroad were being used in the race against time, and it attracted unusual interest.

The train beat previous records for sustained speed on railways, both in this country and in Europe, making the run of 436 miles between New York and East Buffalo in less than seven hours. This achievement puts into the shade the recent performances on the English and Scotch railways, and keeps the championship for speed on land in the United States. The train on the New York Central and Hudson River Railroad made an average speed of sixty-four and one-half miles an hour, after deducting the time in stops at stations, while the English record is sixty-three and one-fourth miles an hour.

The train was composed of four heavy cars, a combination of smoking and baggage car weighing 83,470 pounds, two coaches which weighed respectively 52,140 pounds and 83,700 pounds, and a private car, the Marquise, weighing 108,000 pounds. The combined weight of the four cars was 358,310 pounds. The train was like that of the Empire State express, except that instead of the drawing room car used in the regular service there was a private car of the same weight.

In August, 1888, the Scotch Express on the London and Northwestern Railway of England, after a series of races between that line and the Great Northern Railway, was run from London to Edinburgh, 400 miles, in 433 minutes, being an average of 55.4 miles per hour, with a train weighing ninety tons, exclusive of the locomotive.

After the series of races referred to, the lines agreed to make a regular schedule of eight and a half hours, or 400 miles in 510 minutes.

On September 14, 1891, the New York Central and Hudson River Railroad started the world by running a passenger train from New York to East Buffalo, 436 miles, in 425 minutes, actual running time, exclusive of stops, including five stops, the time was 439 minutes.

This train consisted of three cars, with a total weight of 130 tons, exclusive of the locomotive.

This experimental run, eclipsing any previous performance, was of such a character as to receive the commendation of the press on both sides of the Atlantic, the English papers being especially gracious in their acknowledgements to the American railroad. In commenting on the event, however, a number of English papers stated that this was simply a single run, made as an experiment, but that no American line could run a regular train at any such high rate of speed, intimating that the physical condition of American railways was such as to preclude the running regularly of very fast trains.

Within six weeks from the day the trial run was made, the public was informed October 26, 1891, of the starting of the Empire State Express. It is acknowledged to be the fastest regular long-distance train in the world, having been in continuous service for nearly four years, and possessing the remarkable record of being exactly on time for thirty consecutive days repeatedly, and during one period for ninety-two consecutive days.

On May 28, 1893, the New York Central, in connection with the Lake Shore and Michigan Southern Railway, placed in service the Exposition Flyer between New York and Chicago, making the run of 980 miles daily in twenty hours, including eight stops, an average for the entire distance of forty-nine miles an hour, the average on the New York Central being fifty-three and three-quarter miles an hour, the average on the Lake Shore and Michigan Southern being forty-eight and one-quarter miles an hour. This train consisted of from four to five heavy cars, and ran every day for the 175 days of the World's Fair, making the time with remarkable regularity.

On August 23, 1895, the London and Northwestern made the run from London to Aberdeen, 540 miles, in 512 minutes, an average of sixty-three and one-quarter miles an hour. This was the record for a trial run up to and including August 23, 1895, but did not interfere with the New York Central's title to the fastest regular long distance train in the world, as it has been agreed between the two English railways interested that regular trains shall not be run at this speed, and during the trials of speed above referred to the English trains were not advertised to the public and were not considered by the lines strictly regular trains.

The following telegram, dated Syracuse, was received at the Grand Central Station: "We made the run from New York to East Buffalo, 436 miles, in 407 minutes. This is sixty-four and one-half miles an hour. We thus regain the world's record for long distance running, and have accomplished this magnificent result with a train 337 feet in length and having a capacity for 218 passengers. Our train was more than twice as long and nearly twice as heavy as the English train. We put our private car on the Empire State Express at Buffalo, and are now on our way back to New York, where, if on time, we will arrive at 10:15. This round trip run is equivalent to a straight run from New York to Chicago in seven hours and one-half, if it is done by a regular train."

The Gazette issued every Tuesday and Friday.

### Causes for Alarm.

"Smith is walking around today as if he were stepping on eggs."

"He needs to."

"What ails him?"

"Why, last night after he had gone to bed he remembered that he should have taken some quinine capsules. He got up in the dark and took 'em. This morning he discovered that he had swallowed those 22 caliber revolver cartridges."—Chicago Record.

### His Terrible Experience.

At the lakes:

"R-dsoak, let's go in bathing."

"Not for worlds."

"Why, what's the matter?"

"Last time I was in I swallowed some water!"—Chicago Record.

IN THE CIRCUIT COURT OF THE First Circuit, Hawaiian Islands. In Probate at Chambers. In the matter of the Estate of ONO IUKO, deceased.

ORDER TO SH W CAUSE ON APPLICATION OF EX-ECUTOR TO SELL REAL ESTATE.

On reading and filing the petition of Keoloha Iuko executor of the Estate of Ono Iuko deceased, praying for an order of sale of certain real estate belonging to said deceased being the premises at Kawa, Honolulu, Oahu, and setting forth certain legal reasons why such real estate should be sold, to-wit: that the personal property of said estate is not sufficient to pay the debts thereof.

It is hereby ordered, that the heirs of the said deceased, and all persons interested in the said estate, appear before this Court on FRIDAY, the 28th day of NOVEMBER, A. D. 1895, at 10 o'clock a.m., at the Court Room of this Court, in Honolulu, then and there to show cause why an order should not be granted for the sale of such estate.

Dated Honolulu, H. I., October 8th, A. D. 1895.

By the Court: GEORGE LUCAS, Clerk.

1697-31 alt

IN THE CIRCUIT COURT OF THE First Circuit, Hawaiian Islands. In the matter of the Estate of PRINCE POOMAL-KRIANI, of Honolulu, Oahu, deceased.

A document purporting to be the last will and testament of said Prince Poomalkeani, deceased, having on the 4th day of October, 1895, been presented to said Probate Court, and a petition for the Probate thereof, and for the issuance of Letters Testamentary to Queen Dowager Kapulani, having been filed by her.

It is hereby ordered, that FRIDAY, the 15th day of November, 1895, at 10 o'clock a.m., of said day, the Court Room of said Court, at Aliolani Hale (Judiciary Building), in Honolulu, Oahu, be, and the same is hereby appointed the time for proving said will and hearing said application, when and where any person interested may appear and show cause why said will should not be admitted to probate or why Letters Testamentary thereon should not be made.

Dated Honolulu, October 4, 1895.

By the Court: HENRY SMITH, Clerk.

1698-31 alt

IN THE CIRCUIT COURT OF THE First Circuit, Hawaiian Islands. In Probate. In the matter of the Estate of THOMAS SORENSON, late of Honolulu, deceased.

A document purporting to be the last will and testament of Thomas Sorenson, deceased, having on the 24th day of Sept. A. D. 1895, been presented to said Probate Court, and a petition for the Probate thereof, and for the issuance of Letters Testamentary to Karen Sophia Sorenson and Oat L. Sorenson, having been filed by said Karen Sophia Sorenson and O. L. Sorenson.

It is hereby ordered, that MONDAY, the 28th day of October, A. D. 1895, at 10 o'clock a.m., of said day, at the Court Room of said Court, at Aliolani Hale, be, and the same is hereby appointed the time for proving said will and hearing said application, when and where any person interested may appear and show cause why said will should not be admitted to probate or why Letters Testamentary thereon should not be made.

Dated Honolulu, Sept. 24th, 1895.

By the Court: GEORGE LUCAS, Clerk.

1699-31 alt

IN THE CIRCUIT COURT OF THE First Circuit, Hawaiian Islands. In Probate. In the matter of the Estate of JULIUS ALEXANDER ANTHON, deceased.

A document purporting to be a certified copy of the last will and testament of Julius Alexander Anthon, deceased, having on the 19th day of September, A. D. 1895, been presented to said Probate Court, and a petition for the Probate thereof, and for the issuance of Letters of Administration to George H. Robertson, having been filed by said George H. Robertson.

It is hereby ordered, that FRIDAY, the 1st day of November, A. D. 1895, at 10 o'clock a.m., of said day, at the Court Room of said Court, at Aliolani Hale, be, and the same is hereby appointed the time for proving said will and hearing said application, when and where any person interested may appear and contest the said will, and the granting of Letters of Administration.

Dated Honolulu, September 19th, 1895.

By the Court: GEORGE LUCAS, Clerk.

1699-31 alt

IN THE CIRCUIT COURT OF THE Fifth Circuit, Hawaiian Islands. In Probate. At Chambers. In the matter of the Estate of Mrs. MELLICENT E. SMITH, late of Koloa, Kauai, deceased, testate.—Before Judge HARDY.

ORDER OF NOTICE OF PETITION FOR ALLOWANCE OF FINAL ACCOUNTS AND DISCHARGE IN DECEASED ESTATES.

On reading and filing the petition and accounts of the late Mrs. M. E. Smith, late of Koloa, Kauai, deceased, wherein they ask to be allowed to—namely, to—charge themselves with \$—, and ask that the same may be examined and approved, and that a final order may be made of distribution of the property remaining in their hands to the persons thereto entitled, and discharging them and their sureties from all further responsibility as such Executors.

It is ordered, that THURSDAY, the 31st day of October, A. D. 1895, at 10 o'clock a.m., before the Judge of said Court at the Court Room of the said Court at Lihue, Island of Kauai, be, and the same is hereby appointed as the time and place for hearing said petition and accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted, and may present evidence as to who are entitled to the said property. And that notice of this order, in the English language, be published in the HAWAIIAN GAZETTE a newspaper printed and published in Honolulu, for three consecutive weeks, the last publication to be not less than two weeks previous to the time therein appointed for said hearing.

Dated at Lihue, this 24th day of September, 1895.

JACOB HARDY, Judge of the Circuit Court of the Fifth Circuit.

1699-31 alt

CO-PARTNERSHIP NOTICE.

MANUEL MACHADO, JOHN VIEIRA and ROBERT KALLEY RAPTIERE of Hilo, have entered into Partnership carrying on the business of Manufacturers of Vendors of soda and other Aerated Waters in Hilo aforesaid, under the firm name and style of the "Pacific Soda Works."

Dated at Hilo, this 25th day of September, A. D. 1895.

F. M. WAKEFIELD, Attorney for "Pacific Soda Works."

1699-31 alt

NOTICE.

ALL PERSONS FOUND ON the HUALALAI RANCH, North Kona, Hawaii, without permission from Mrs. Greenwell, or Sydney Smith will be prosecuted.

September 30th, 1895.

1699-31 alt

NOTICE.

ALL PERSONS NOT HAVING business to transact with the Hawaiian Sheep Station Company are forbidden to travel over the roads or trails on the lands controlled by said company without previously obtaining permission.

Those found on the land will be destroyed, and no hands of animals be allowed to pass over the roads.

HAWAIIAN SHEEP STATION COMPANY, Kalahele April 20, 1895.

1699-31 alt

### TIME TABLE

Wilder's Steamship Company  
1895.

Steamship "Kinan,"

CLARKE, Commander.

Will leave Honolulu at 2 o'clock p.m., touching at Lahaina, Maui, Bay and Makana the same day; Mahukona, Kawaihae and Laupahoehoe the following day; arriving at Hilo the same evening.

LEAVES HONOLULU

Friday, September 6 Friday, November 4

Tuesday, " 17 Tuesday, " 16

Friday, " 27 Friday, " 26

Tuesday, October 8 Tuesday, Dec. 10

Friday, " 18 Friday, December 20

Tuesday, " 28

Returning, will leave Hilo